



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2307481
Applicant Name: Robert Humble for Tony Russo
Address of Proposal: 6415 Ellis Avenue South

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future construction of three (3) ground related dwelling units on an existing parcel containing an existing duplex and single family dwelling unit. The existing units will remain for a total of six (6) units at the development site. Parking will be provided within new structures and on the lot's surface.

The following approval is required:

SEPA – Environmental Determination- Chapter 23.05 Seattle Municipal Code

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

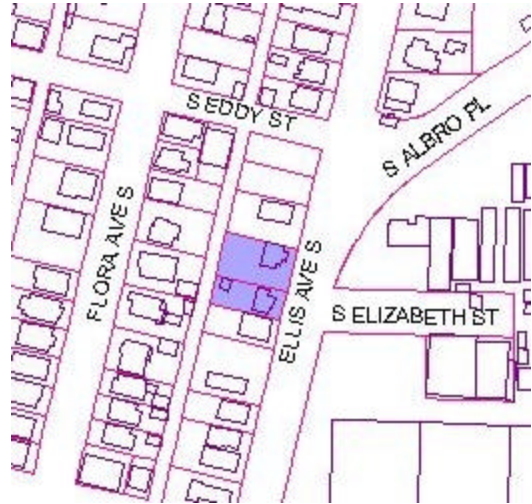
☐ DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction

BACKGROUND DATA

Site & Area Description

The project proposal is combining two parcels of land (addressed; 6415 & 6421 Ellis Avenue South) to create one development site. The site is located in the north half of the block along the west side of Ellis Avenue South, between South Eddy Street to the north and South Warsaw Street to the south, in the Georgetown neighborhood of South Seattle. The development site encompasses a land area of approximately 10,013 square feet, located in a Multifamily Lowrise One (L1), with a minimum density limit of one unit per 1,600 square feet of lot area. The site is also located within the Georgetown Urban Village overlay District. The site is nearly square in

shape that has an abrupt downward evaluation change of approximately six feet within the first ten feet from the Ellis Avenue South street frontage, and then levels out over the remainder of the area. Currently the subject site contains two existing two (2)-story residential structures (one single family structure located on the south half of the site, the other a two-unit apartment house located on the north half) located along the Ellis Avenue frontage. There are a number of distinguishable characteristics associated with the development site. An accessory storage structure is located in the rear, behind the single family structure. Vegetation is limited at the site with a medium sized deciduous tree and shrubbery spread throughout the development site. The north half of the subject site features a seven foot tall hedge that visually obscures the apartment house from the Ellis Avenue frontage.



Vehicle access to the development site is limited to the rear through a partially improved alley. The partially improved paved alley abuts the development site to the west. Fronting the subject property along its east property line is Ellis Avenue South, a fully development street with curbs, sidewalk, etc. Ellis Avenue South is a primary arterial that serves as a main corridor connecting the east and west south end neighborhoods severed by the bisecting Interstate Five (I-5) highway. Within the Ellis Avenue South right-of-way street there are no on-street parking allowed south of South Eddy Street. Further, Ellis Avenue South is primarily a vehicle corridor which provides an unpleasant walking experience due to the speed of vehicles and roadway's proximity to the sidewalk.

The surrounding structures along the west side of Ellis Avenue South block front are modest one and two-story residential structures built around the turn of the century (1900). A mix of residential uses is present along Ellis Avenue South, including single family, apartments, and townhouse structures. The streetscape is open and airy due to the limited number of mature trees in the area and width of the right-of-way. Grass is the predominate feature in the planting strips located within the right-of-way on either side of the street. Fronting the east side of Ellis Avenue South is King County Airport which includes runways, air terminal and hangers. The airport is located within Commercial Two with a height limit of 40 feet (C2-40), Industrial Buffer with a 65 foot height limit (IB-65), and General Industrial Two with an 85 foot height limit zones (IG2-U/85) in the immediate area. There are no sidewalks on the east side of Ellis Avenue South.

Along the alley frontage running parallel to Ellis Avenue South are a number of new residential structures. From the alley perspective, the area is densely populated with residential use that is not readily apparent from the street right-of-way. Outside the narrow residentially zoned band (that includes Ellis Avenue south to the east and Corson Avenue South to the west), stretching northward and southwards, the area has a distinctive industrial look with the number of warehouses, offices, and accessory activity associated with the airport. Included in the residential zoned area is the more dense Multifamily Lowrise Two zone (L2) with a minimum

density limit of one unit per 800 square feet of lot area are located to the west and southwest of the subject block. The less intensive Single Family 5000 zone (SF 5000) can be found to the north, south and west (approximately 575 feet in width between the subject lot and L2 zone). Modest residential structures dominate the area within this less dense residential zone.

Proposal

The owner proposes construct of three (3) ground related residential structures, and remodel an existing single family structure to remove features associated with a second dwelling unit. The existing two (2)-story residential structures located on the front half of the lot will remain with minor alterations as needed. Parking for each ground related residential unit will be provided within a garage in the proposed units and three surface parking pads will be located in the rear setback for the existing units. Future activity include applying for a unit lot subdivision that would create five (5) separate unit lots for the dwelling units (one unit lot for the two-unit apartment) on the one parent lot (or development site). Vehicular access will be provided through an improved paved alley extending to South Eddy Street to the north and along South Warsaw Street to the south.

Public Comment:

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| Date of Notice of Application: | August 12, 2004 |
| Date End of Comment Period: | September 8, 2004 |
| # Letters | 2 |
| Issues: | Public notice of the proposal was published on |

August 12, 2004 and extended by request to September 8, 2004. One petition letter was received during the extended comment period which included a request to hold a public hearing. Due to the number of petitioners (51 people) the request was granted and a Public Meeting concerning the project and the impacts on surrounding properties was held. This meeting occurred on October 4, 2004 and was attended by approximately 22 people of which 8 filled out the sign in sheet. Most of the concerns raised in both the letter and public meetings concerned the scale of the project, the effect on the alley right-of-way, increased parking demand, the traffic generated by the proposal, zoning issues, and landlord history. The second letter focused on providing mitigating measures to perceived impacts on neighboring properties. Some of the suggestions included measures that are outside Code authority, while others provided an understanding which will be addressed and evaluated in this document.

- Original comment period ended on August 25, 2004

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated July 15, 2004) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, “Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation” subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers’ vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Transportation Department, and no further SEPA conditioning would be needed.

Construction of the project is proposed to last for several months. Parking utilization along streets in the vicinity is moderate and the demand for parking by construction workers during construction is not anticipated to reduce the supply of parking in the vicinity. Parking demand for construction personal can be accommodated at the development site and any spillover can be managed within the Flora Avenue South or South Eddy Street rights-of-way. Therefore, no further mitigation will be required.

The development site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department’s conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, because existing City ordinances do not adequately mitigate such impacts. This is due to the density of residential units in the area and the proximity of these structures to the subject site. The proposal is, therefore, conditioned to limit construction activity to non-holiday weekday hours between 7:30 A.M. and 6:00 P.M. After the structure is enclosed, interior construction may be done in compliance with the noise ordinance. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

There are no short term impacts identified with the creation of (unit lot) short subdivisions. Short term impacts are associated with the construction of the structures and have been analyzed and discussed with no further conditioning is warranted.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of multifamily structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Height, Bulk, and Scale

The design of each of the three buildings (containing a total of three units) is smaller in footprint and proportion that reduces the appearance of bulk through use of gabled roofs schemes and modulation. Each of the three buildings will occupy a smaller footprint but will feature three-stories as opposed to the existing two-story buildings at the development site. The new buildings will be arranged along the north/south axis; on the west half of the subject site adjacent to the alley. With a setback of sixteen (16) feet from the alley's edge and a minimum separation of twelve (12) feet between each structure the appearance of bulk along alley frontage is lessened. The impact of bulk is further reduced on the surrounding properties by the spatial arrangement of the structures and location of open spaces. The net impact will be in scale to the existing residential stock in the immediate area. To the south, a newly constructed two-story duplex structure dominates the visual field along the alley right-of-way. The addition of three (3) ground related structures containing a total of eight (8) units on the block are smaller in bulk and is anticipated to pose no adverse impacts.

As viewed from the Ellis Avenue South orientation, the proposed three-story structures will have minimal impact upon pedestrian activity along the sidewalk. The structures will be sited approximately 52 feet away from the Ellis Avenue frontage. The ground floor level of the proposed three (3)-story structures are approximately six (6) feet below sidewalk grade. This

alone has achieved a reduction of its visual presence to the street system. The area between the proposed structures, containing two existing residential structures and landscaping, will further obscure visual impacts at the property's eastern edge. Each of the proposed buildings will have a pitched roof, double-hung windows with trim, and will be modulated. These design elements break up the appearance of bulk of the facades and will mitigate the height, bulk, and scale impacts of the structures. Therefore, no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual estimates that ground related units generate approximately 6.1 vehicle trips per day. The availability and proximity of transit to downtown and on Interstate 5 to the south end employment centers will make it likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE generation equation is based. The site has ready access to the East Marginal Way South and South Albion Place. The amount of traffic expected to be generated by the proposed project is within the capacity of the streets in the immediate area, so no SEPA mitigation of traffic impacts is warranted.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be below capacity and on-street parking can be found during the daytime or evening hours. Six (6) off-street parking spaces will be provided at the development site, one within each new unit and three surface parking stalls for the existing uses, for a parking ratio of 1 space per unit, which meets code requirements and is expected to accommodate parking demand generated by the 6 dwelling units most of the day. Parking is restricted in the Ellis Avenue South right-of-way, and vehicle access is limited to the alley right-of-way only. On-street parking capacity in the surrounding area is sufficient to meet any additional spill-over parking which may exist. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

There are no long term impacts identified with the creation of (unit lot) short subdivisions. Long term impacts have been analyzed and discussed above with no further conditioning warranted.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

SEPA CONDITIONS

The owner(s) and/or responsible party(s) shall:

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

1. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:30 AM and 6:00 PM and Saturdays between 9:00 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature of to allow low noise exterior work (e.g., installation of landscaping) after approval from the Land Use Planner. After the structures are enclosed, interior work may proceed at any time in compliance with the Noise Ordinance. The department may modify this condition to allow work which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Signature: (signature on file) Date: March 10, 2005
Bradley Wilburn, Land Use Planner
Department of Planning and Development
Land Use Services